passengers reporting for the flight, offloading is being done in the following order by Indian Airlines:—

— Passengers holding free tickets.

— Passengers holding rebated fare tickets.

— Staff on duty.

Accordingly, three persons holding Agents' Discounted tickets could not be accommodated on flight CD-7411 of 3.11.2002. However, they travelled on first available flight IC 809 of 4.11.2002.

Airport charges

634. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a study conducted to go into landing and navigation charges at International airports in the country *vis-a-vis* other countries has revealed Indian Airports as the costliest; and

(b) if so, the details thereof and the impact of these charges on domestic airlines?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) No such study has been conducted. However, India is ranked at 115 out of 224 airports in terms of charges for B-747 aircraft, as far as landing and take off are concerned. The charges at Indian airports are US$ 2,285 as against the highest charges of US$ 10,292 at Frankfurt Airport, Germany and lowest charges of US$ 101 at Guinea Bissau Airport for B-747 aircraft. India charges Rs. 8040 to Rs. 27451 for Route Navigational Facility Charges (RNFC) depending on distance of 100 to 2000 Nautical Miles, as compared to charges in Australia (Rs. 5258 to Rs. 105162) Brazil (Rs. 11141 to Rs. 222824), Canada (Rs. 3824 to Rs. 76472) and Euro Control (Rs. 11876 to Rs. 237520) for B-747 aircraft. RNFC is low in India when compared to other countries in the world. However, the charges vary with the level of traffic and the earning from non-traffic revenue sources.

With effect from 1st October, 2002 AAI has restructured its Navigational charges from weight basis to weight cum distance basis in consultation with International Air Transport Association and with due

approval of Government of India which has benefited the domestic carriers by about 20%.

Regulatory authority for Airports

635. SHRI C.P. THIRUNAVUKKARASU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the absence of regulatory authority is delaying the setting up of greenfield projects as well as upgradation of existing airports thus keeping investors away;

(b) if so, the details thereof;and

(c) the measures proposed to set up regulatory authority at the earliest?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) to (c) No, Sir. However, there are plans to set up a Regulatory Authority.

Financial assistance to Orissa

636. SHRI B.J. PANDA:
MISS MABEL REBELLO:

Will the Minister of FINANCE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have funded the opening deficit of certain States;

(b) if so, the details thereof with special reference to the State of Orissa;

(c) what is the additional Central assistance rendered to Orissa;and

(d) whether any kind of conditions were attached to this additional financial assistance?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND COMPANY AFFAIRS (SHRI ANANDRAO VITHOBA ADSUL): (a) Yes, Sir.

(b) to (d) A sum of Rs. 463 crores has been approved as a Medium Term Loan to Orissa. This assistance is conditional to the State having